

## THE CERRO DE PASCO RAILROAD IS OPENED.

Ceremonies Attending the Entry of Trains into the City On Peru's Independence Day—Railway Just Completed was Built by Hon. A. W. McCune of Salt Lake and His Associates—Quite a Number of Utah Boys Are Now Employed On the Line.

FROM advices received from Peru there were great festivities accompanying the recent opening of the Cerro de Pasco road which has been built by Hon. A. W. McCune of Salt Lake and his associates. The track reached Cerro de Pasco July 28, which is Peru's Independence day. The event was made much of, at least 1,000 people being present at the ceremonies, while three bands, military companies, church and political dignitaries were there. There was much speech-making and ceremony. The locomotives and cars are of American manufacture.

The enterprise represents the investment of many millions of dollars of American capital. Work at the smelting plant is progressing rapidly. The work of developing the mines is likewise going ahead so that by the time the smelter is finished the ore supply will be ready for it. The company is now building a branch railway to the coal mines near by.

The railway just completed is 82 miles long, starting at the terminus of the famous Oroya railway, at an altitude of 12,500 feet, and reaching Cerro de Pasco, at an altitude of 14,300 feet, passing the smelter, which is nine miles distant from Cerro. For its continuous length it is probably the highest railway in the world. It has a maximum grade of 2 1/2 per cent (119 feet per mile), is substantially built with masonry piers and culverts and iron bridges, laid with 70-pound steel rails, with American equipment.

The El Minerero Illustrated, published at Cerro de Pasco, contains a full account of the ceremonies attending the opening of the road. Translations of portions of the extended account are given herewith. The issue of El Minerero Illustrated of July 27, says:

"Today at 3 p. m. of the Cerro de Pasco railway company a ceremony of lofty and patriotic significance. The ladies of Cerro de Pasco, joining in the joy of the city at the arrival of the railway, have given to the construction company two beautiful and elegant standards, one with gold and silver inlaid on the national colors, to be set on the first train which enters tomorrow to the principal station, in the act of the inauguration.

"To place it in the hands of the superintendent there was constituted a committee composed of the syndics, Enrique Trujillo; the councilors Nicolas R. Gallo and Enrique Stone, with Pedro Caballero y Lira. In the temporary absence of Mr. Blackford, who was in La Oroya, the commission was received by the constructing engineer, W. Harrison.

"Mr. Trujillo, in making the delivery pronounced the following discourse: 'Sir, we have come here in representation of the honorable provincial council to place in your hands the flags which the ladies of Cerro de Pasco present to the company which you represent to inaugurate tomorrow, public traffic between this city and Oroya. 'We have accepted this very agreeable charge with real pleasure, because this precious gift has for us, and will have also for the company, the most lofty significance.

"A flag of our country, joined with that of yours, brodered by the hands of our noble matrons, and which, interlaced on the powerful engine which with incessant motion is going to develop upon a grand scale our commerce and our industries, accelerating the mighty future of this region, will demonstrate to you with what amount of affection we receive the benefits which you give to us with your intelligence, with your capital and with your perseverance in the work.

"The ladies of Cerro could not have found a more happy idea, for you well know that nothing is more magnificent than a flag. It represents the thing most sacred which exists on the earth for nations and for individuals. It is the robe with which the heroes are clad for their entrance into the temple of nationality; it is the symbol of the fatherland, following which we march to glory, importing not to us the sacrifice of our lives; it is that which in far-off lands consoles us for the absence of our home and of our family; that, in fact, which inspires in us a religious veneration and an admiration as great as the sign of the cross for the Christian.

"As the ancient noble cavaliers grasped hands, in order to swear sincere and eternal friendship, so, on presenting to you, blended together, the banners which represent our nationalities, we offer you our arms as pledges of this town, together with the frank and cordial hospitality which you merit with a thousand titles.

"Mr. Harrison in English returned thanks for the gift of the matrons of Cerro de Pasco and said that the company would guard as an historical keepsake such beautiful tokens, which symbolize the brotherhood between two nations.

"After a short interval, in which the members of the commission were regaled, the function, as agreeable as significant, which marks an epoch in the annals of our independent life, terminated amidst the applause of all present."

El Minerero Illustrated of Aug. 3 says: "No town of the republic will have celebrated better the anniversary of our political emancipation than Cerro de Pasco, whose citizens have been witnesses of the realization of one of their greatest ideas, which for 46 years has continued on through all classes of vicissitudes inherent to this kind of labors.

"The inauguration of the railway, which took place on Thursday, the 28th of July just past, the eighty-third anniversary of our independence, signifies a great step in regard to the progress and solidity of the center of the republic and the beginning of the development and exploration of its fabulous riches, which lie buried in this privileged soil, the seat today of a powerful and active North American

**A WOMAN'S GRATITUDE.**  
A Mountain Woman Writes in Praise of Newbro's Herpicide.

"For several years I have been troubled with dandruff, causing me much annoyance, and my hair became very thin. I have used Newbro's Herpicide for a month and the dandruff has entirely disappeared and my hair is becoming much heavier than formerly. New hair is growing where there was none, and I am very thankful to you for the benefit I have received from Newbro's Herpicide. Very truly yours,  
MRS. C. B. PORTER,  
No. 585 Utah Ave., Butte, Mont.  
Sold by leading druggists. Send 10¢ stamps for sample to The Herpicide Co., Detroit, Mich. Z. C. M. I. Drug Co., Special Agents.

company, to whose capital and efforts, seconded by the arm of the Peruvian workman, is due the termination of such an important work, which puts us in rapid communication with the capital of the republic and with all the world's markets.

"Such a solemn ceremony took place in the Hacienda Esperanza, belonging to the Cerro de Pasco Mining company, situated at a very short distance from this city, and where the company had constructed a spacious platform, provided with numerous seats, to receive all the assisting officials and private individuals.

"At 3 p. m. the vast plain of the hacienda was almost entirely filled with a compact mass of all our social classes, the number of which can be calculated at 5,000 souls, eager to witness the ceremony which we relate at this opportunity.

"Two commissions, named by the superintendency of the railway, arrived at the office of the sub-prefect and the residence of the godfathers. These reached the spot designated, accompanied by numerous ladies, misses and gentlemen, who were received by the esteemed wives of Harrison and Jones, the first of whom carried a beautiful North American flag, installing themselves in the seats on the platform, which we have mentioned.

"A strong detachment of the civil guard protected order and were spread over the field.

"A little afterwards set out from the building of the Hon. Municipality the civic procession in the order following: 'The Slava band and members of this colony, with their respective standard.

"Municipal schools of both sexes. The Bolognesi Cosmopolitan Society for Mutual Protection, with their standard. Butchers' association, with the same.

"Consular agents and foreign colonies, councilors, the president of the honorable departmental board director of Beneficence, mining delegate, chief of guards, lawyers, physicians, commission of priests and numerous gentlemen of our society.

"The Company of Salvadora Cosmopolita, with their band and standard, richly uniformed, closed the grand committee, which followed through the streets of Cerro, the square of Combaranca, the streets Marquez, Santa Rosa and Tambo Colorado.

"The aspect which the procession formed was imposing and majestic. On arriving, the committee was installed in front of the platform.

"Almost at the same time, and preceded by a loud whistle, locomotive No. 10 presented itself with a dense aerial plume of smoke, drawing three first-class coaches, beautifully adorned with a multitude of Peruvian and American flags, bearing upon its pilot the two standards donated by the married and single ladies of this locality, borne by the engineers, Fleming and Cocharo.

"A general 'Hurrah' resounded throughout the throng, and the bands executed a brilliant military march, a multitude of firecrackers filling the air. 'Thereupon directed themselves towards the train the sub-prefect of the province, Enrique Frias, in representation of his excellency the second vice president of the republic; the superintending engineer, Mr. Blackford; the godfathers, Dr. Estanislao Solis and Mrs. Julia P. de Pena; the resident vicar, Dr. Fernandez; assisted by the priests, Para Rivera y Arrieta; Miss Mercedes Wilson, Constructing Engineer Harrison; Dr. Yantischka, and a large part of the official committee, to witness the act of the blessing.

"The vicar, Dr. Fernandez, in fulfilling his sacred ministry, pronounced an adequate address and of a noble, elevated and patriotic sentiment.

"With the termination of this moving ceremonial, which was witnessed by all the concourse, the bands executed the Peruvian and United States hymns, renewed applause and vivas being heard for both countries.

"Then the godparents passed to place the last spikes of the line, which had been ordered made of silver, the first bottle champagne being broken thereupon upon the locomotive by Miss Wilson.

"The sub-prefect concluded his address as follows: 'Such a work, transcendental and civilizing, is justly, gentlemen, to be declared by us due to the genius and to the funds of North America. An indelible compliment to the acquisition of great mines, in a series of great works, the construction of the railway, has been brought to completion by those men of the north who have for motto 'Go Ahead!' whose example we should imitate.

"Laborious guests of our soil, they have come to enrich it with the fertilization of capital and of work, finding in it, together with our sympathies, the enthusiastic collaboration of our people.

"On declaring then, the railway inaugurated, in the name of his excellency the second vice president of the republic and of the prefect of the department, whom I have the honor to represent, I congratulate Cerro de Pasco on the grand future that is reserved for it; the Cerro de Pasco Railway company in the happy termination of such an important work; the intelligent engineers, Messrs. Blackford and Harrison, who have brought it to a conclusion, and also—why not?—the humble and laborious laborers, whose arms and strength have contributed to finish it. Gentlemen, I have spoken.

"His latter words, mentioning in the name of his excellency the railway, were saluted with renewed salvos of applause.

"The superintendent, Mr. Blackford, expressed in English his gratitude to the authorities and the Society of Cerro de Pasco for their assistance at the act of the inauguration, and expressing his desire for the felicity of Peru, made the delivery of the railway to the public service."

"Dr. Solis, godfather of the ceremony, spoke at length, concluding as follows: 'To us comes to make ourselves great through unflinching respect to the constitution of the state and to the principles of authority, for the peoples are degraded and made vile when their fundamental law is the object of scorn and mockery of the passions, and reverence for it communicates greater impulse to that civilizing current called immigration, practical school of cultured customs and of the greatest advances in all the countries of the civilized world, and so certain is this that we have the example here itself, yes, here in this locality, in the respected foreign colonies represented in this select concourse by their honorable consular agents.

"Animators, gentlemen, by those fixed ideas, I invite you, on the day of today, to the renewal of our most fervent good wishes for the future of Peru, for the preponderance of the great republic of the United States, for the personal happiness of our friends the Yankees; and, complying with the honorable mission that they have intrusted to me, I make public delivery of this card of gold, in the name of the city of Cerro de Pasco, to the indefatigable worker, Mr. Blackford, as a testimony of the recognition of his merits, shown in the conclusion

of the work which is inaugurated in front of the capitol of the department of Junin. Long live Peru!"

"Upon finishing, he delivered over to Mr. Blackford an artistic and beautiful card of gold, in the name of the city, which contained this inscription: 'The City of Cerro de Pasco to the engineer, F. W. Blackford, superintending of the Cerro de Pasco Railway company, in homage of recognition of his directive work in the construction of the railway from Oroya to this capital—July 28, 1904.'

"Mr. Blackford responded in English, as follows: 'I thank most sincerely the members of this committee and the citizens of Cerro de Pasco for this handsome souvenir of this occasion. I shall always cherish it as an emblem of a work done, or something accomplished. I also thank the citizens of Cerro de Pasco in behalf of the railway company and of Messrs. Haggins and McCune, whose enterprise and capital made this work possible, for this enthusiastic demonstration, and I further take this opportunity to thank the employees of the railway company, from the highest to the lowest, for their industry and capacity; for, without their brains and muscle, nothing of this kind can be accomplished.'

"After the driving of the silver spike Mr. Blackford, from the pilot of the engine, spoke as follows: 'His excellency, the president of the republic of Peru, has signed the decree which opens this railway to public traffic. The silver spike which concludes the work of construction, has been driven. The railway is therefore now a servant of the public, and we hope it will be a good and faithful servant for many years to come.'

"Mr. Denegri, chief of the commission of engineers of the state, in the name of the youth of Cerro de Pasco, made delivery of a gold medal to the constructing engineer, W. H. Harrison, with this inscription: 'The city of Cerro de Pasco to the engineer, W. H. Harrison, for his important collaboration in the construction of the railway from Oroya to this capital—July 28, 1904.'

"Mr. Harrison acknowledged such an honorable distinction in well-conceived terms.

"In the name of the commission of engineers, Mr. Velarde read this discourse:

"Ladies and Gentlemen: The engineer whom the municipality has been pleased to designate to speak in this sympathetic ceremony cannot do so without returning thanks to such honorable distinction, as well as for the opportunity which he has been given to recall to you a name which figures on the first line in scientific and industrial history of the past century. Ricardo Trevithick was this illustrious English engineer who, in 1801, launched his first locomotive, which perfected later by Stevenson, left England and the entire world, astonished by its frightful power. No one up till then had imagined that one could journey as commodiously and with such swiftness from one point to another.

"Gentlemen, the powerful whistle of that locomotive has caused through our organism to circulate a living current, giving us more energies to continue the struggle for existence; ladies, if you have felt your heart beat at the compass of that piston, serene and majestic, in its march towards modern progress, accompany me all in saying, 'Long live Peru! Long live peace! Long live the American company!'

"Finally Mr. Wilson, charged by the superintendency, read the following telegram from the American minister: 'Mr. Blackford, Cerro de Pasco: The most hearty congratulations to the company and the progressive town on account of the significant double celebration of today. DUDLEY, Minister of the United States, Lima, July 28, 1904.'

"After an animated meeting all the guests retired, bearing the most pleasant remembrances of such an agreeable celebration.

"The honorable municipality distributed profusely elegant commemorative medals of silver, with this inscription: 'On the face, 'H. Consejo Provincial de Pasco, 28 Julio, 1904'; reverse, 'Inauguración del ferrocarril de la Oroya al Cerro de Pasco.'

"The staff of American and Peruvian engineers which, with perseverance and activity, has carried through the construction of this railway is the following: Chief engineer, F. W. Blackford; division engineers, W. H. Harrison, A. Benton and A. Schneider; assistant engineers, Royal P. Turney (dead), J. A. Ritchie, Dave Lowensohn and Carlos Weber; transmitters, Jose R. Chamberlain and Jose W. Fleming; levelmen, Pete Owen and Fritz Schumacher (dead); draughtsmen, R. Chocano, J. Hohagen, A. J. Malpartida, Pedro Lagraver, Carlos Moynaschi and many others."

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Donot blame the boy for being dull and stupid. You are the stupid one! Stupid because you never thought about his liver. There is where all his trouble lies. A sluggish liver makes a sluggish mind. A boy cannot study when his blood is full of bile!

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AYER'S HAIR VIGOR—For the hair.  
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## BURNING \$35,000 WORTH OF OIL JUST TO DESTROY IT.

FROM Los Banos northeast to Salt slough and the marshes bordering the San Joaquin, on the Merced wagon road, is one of the most barren and desolate stretches of country imaginable, a level, monotonous land, destitute of shade, and covered only with patches of sagebrush, between which alkaline wastes glitter in the fierce heat of the sun, says the San Francisco Chronicle. Four miles from Los Banos the pipe line of the Standard Oil company cuts across this desert, conveying the fuel oil to the sea. Here a great tank is being built, and a flowing artesian well has been developed, which, with the little cluster of buildings and the green things that may soon be expected to spring up, are creating an oasis, refreshing to the eye, and here, one day last week, a remarkable and dramatic spectacle was witnessed. Somehow the big oil pipe sprang a leak, and as it is, beneath a huge overhanging, it was some time before the defect could be located, and meantime the oil was pouring out, welling up through the alkali and alkaline earth, expanding from pools into ponds and rivers, and from rivers into lakes. Just how much of the black fluid escaped before the pumping could be stopped, miles above, and the fault repaired, will probably never be known, as the Standard Oil does not take the public into its confidence on the subject of its losses any more than on the subject of its profits, but to the unprejudiced observer it would seem that the loss must have run well up toward 100,000 barrels, if not beyond that figure, and the tarry lake extended very nearly a mile out over the desert.

Then came the puzzling question of how to dispose of the lake of oil. Much stock wanders at large in all this region, and if cattle should walk into the viscous fluid they would be little hope of their survival, while a more serious menace appeared in the shape of possible damage suits preferred by enraged sportsmen who are accustomed to chase the jackrabbit through these wilds. The winter's rains could not wash it away; it would take years to dry it down to an asphalt coating, and meantime the chance that some mischievous youngster or careless traveler might ignite the lake, endangering the tank station was well as human lives, suggested immediate peril.

There was but one way out of the difficulty, and this was to burn the oil at once. The match was applied, and a column of black smoke billowed into the air, masking the red flames that writhed upward. It was as if another Vesuvius had suddenly broken through the desert. All that day and night the fire raged, and people for many miles around marvelled and wondered. When the flames at length died down they left a baked crust covered with a new alkaline powder, the waste ash of oil, drawn from the bowels of the earth many miles away.

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